





# Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

### IMPERIAL GERMAN MAIL LINES

For STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE "GOEBEN" (T. 17,300) About WEDNESDAY, 10th August.

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "KLEIST" (T. 17,000) WEDNESDAY, 10th Aug., Noon.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" (T. 6,100) SATURDAY, 13th Aug., Daylight.

YOKOHAMA and KOBE "PRINZ SIGISMUND" (T. 6,100) About TUESDAY, 23rd August.

KUPAT and SANDAKAN "NORNO" (T. 5,050) End of August.

\* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

### NORDDEUTSCHER LLOYD.

WELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st August, 1910.

### Intimations.

**KWONG FUNG YUEN,**  
HEAD OFFICE—No. 83, Des Voeux Road West  
TIMBER YARDS—Kennedy Town.

**TIMBER MERCHANTS,**  
SAW MILL OWNERS,  
AND  
GENERAL CONTRACTORS  
TO  
H.B.M. Naval and Military  
Authorities.

HAVE always on hand large stock of  
American Fir, Don-las Fir, Oregon  
Fir, Texas, local, Hardwoods, Oregon Spar,  
Chinese Spar, Chinese Pine of all descriptions.  
Inspection invited to the Yards.  
Best Terms.  
Quick delivery.

LEUNG TAI,  
Managing Director.

Hongkong, 10th January, 1910.

**OSMAN & CASUM,**  
12, D'AGUILAR STREET.

JUST UNPAKED  
Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.  
LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.  
Coast Port Orders carefully  
executed  
Hongkong, 6th September, 1900

**HUNG ON & CO.,**  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A CHIE & CO.,  
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND  
FURNITURE  
IMPORTERS AND DEALERS

CROCKERY, Cutlery, Electro and Silver  
Plated, Glass and Iron Ware of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.  
Hongkong, 1st June, 1910.

**NEW SHOP!  
JUST OPENED!!**

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-  
TIONS OF  
RARE JEWELS,  
&c., &c., &c.

**MOHIDEEN & CO.**

Dealers in  
CEYLON PRECIOUS  
STONES, &c.,  
38 & 40, QUEEN'S ROAD  
CENTRAL.

## VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dizziness, double vision, loss of memory, inability to perform the various duties of life, or in other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, faded, and valueless.

## VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it taken into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether of a local or general nature, and restoring the blood to its normal condition. It is a powerful purifier, and its use is indicated in all cases of impure blood, whether of a local or general nature, and its use is indicated in all cases of impure blood, whether of a local or general nature.

CAUTION—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine" whichever is required, and see that you get them, as unprincipled vendors often try to sell inferior preparations (usually labelled "Vet" or "Vetarzo") for the sake of extra profit. Price in Hongkong, 2/6. Every genuine bottle of these medicines bears the British Government stamp with the words "VETARZO REMEDIES" impressed thereon. In spite of letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons purloining.

DOMINION SINCE IN A NUTSHELL—A new medical work on the causes and most scientific and effective means of self-care ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, &c., with practical observations on marriage and full directions for removing certain complications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to possess a copy. Post free plain envelope on receipt of Postal Order No. 1000 from The Hongkong Telegraph Co., 20, Des Voeux Road, Central, Hongkong, or Agents for above medicines. Price 10 cents per copy.

Apply to 1000—THE HONGKONG TELEGRAPH AND CO., LTD., BOMBAY, CALCUTTA, and POONA.

## Intimations.

### THE YOKOHAMA DOCK CO., LTD.

| No. 1 DOCK.                  | No. 2 DOCK.                  | No. 3 DOCK.                  |
|------------------------------|------------------------------|------------------------------|
| Docking Length ..... 515 ft. | Docking Length ..... 376 ft. | Docking Length ..... 481 ft. |
| Width of Entrance . . . 80 " | Width of Entrance . . . 50 " | Width of Entrance . . . 65 " |
| Water on Blocks ..... 28 "   | Water on Blocks ..... 26 "   | Water on Blocks ..... 21.5 " |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work and a large stock of material is always on hand; (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

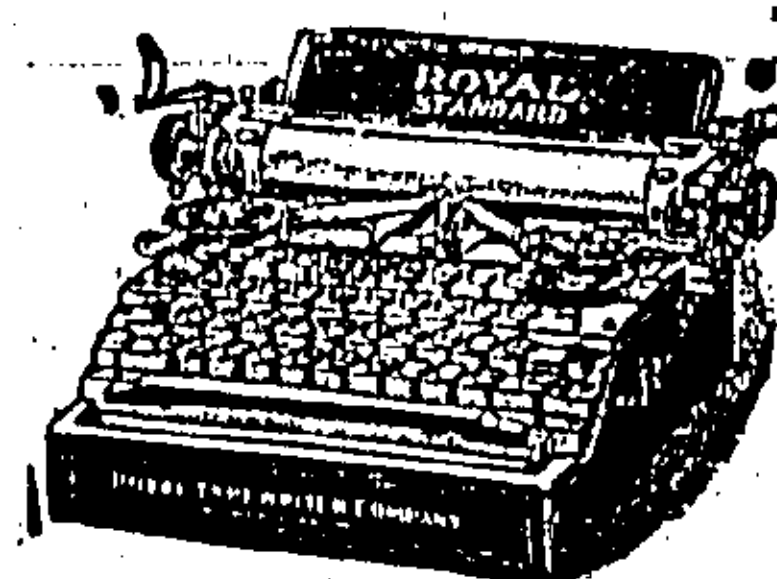
Telephone: Nos 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.



**FREE TRIAL.**  
TRY THE  
**ROYAL STANDARD**  
**TYPEWRITER**  
(VISIBLE)

Cost \$185 Little, Last Long. Will  
Always Give Satisfaction.  
PHONE No. 482 and the machine  
will be at your office for free trial.

Repair to any Make of  
TYPEWRITERS,  
GRAMAPHONES,  
AND  
SEWING MACHINES.  
A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and  
TYPEWRITERS  
FOR HIRE.

### DRAGON CYCLE DEPOT

61, DES VOEUX ROAD.

**Dentistry.**  
Dr. M. H. CHAUN,  
DENTAL SURGEON,  
21, QUEEN'S ROAD CENTRAL, 1ST FLOOR,  
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910.

**THIN TING.**

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free

Hongkong, 29th June, 1904.

### To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

No. 1, RIFON TERRACE.

GODDOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD

Hongkong, 27th July, 1910

TO LET.

A HOUSE in KNUXTON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officers' Quarters.

Suitable for Boarding House.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1910.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1910.

FOR SALE

AT

GRACA & CO.

27, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books.

Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Ganges.

Novels.—Books for parlour and household use.

Toy Books for Children.

Prayer Books, Religious Pictures, Pesantist Models, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

**MANILA CIGAR AND CIGARETTES.**

Inspection invited.

Hongkong, 1st January, 1910.

### A FRENCH PROBLEM.

EFFORTS TO STEER THE TIDE OF DEPOPULATION.

DRASTIC PROPOSALS.

The first practical effort to stem the tide of depopulation in France was made on June 23, when a Bill drafted by Dr. Lannelongue and countersigned by a score of eminent Frenchmen was introduced in the Senate. The Bill proposes many modifications in the regulations of the military and civil services which seem bound to have considerable effect if the Senate and Chamber approve them and pass them into law. The question of the continuous and progressive depopulation of France has frequently been dealt with in The Standard, and last year the outlines of two proposed remedies, those of the late M. Piot—the first to see the gravity of the situation and the leader of the anti-depopulation campaign—and M. Leroy-Beaulieu, one of the greatest authorities on the political economy of the question, were published in its columns. Since then, and only a few weeks ago, the official statistics showed that depopulation is still progressive, and that France continues to stand in a worse position than any other nation in Europe.

LARGER FAMILIES.

M. Piot, the first to propose any legislation to combat the gradual death of the France nation, based his scheme on the principle of bounties to larger families. The idea, though approved, was considered as economically unsound, since it meant large expenditure for comparatively little effect, the bounties being too small to be any real financial compensation to parents. M. Leroy-Beaulieu proposed that legislation should be centred in the Civil Service regulations. He pointed out that a large proportion of the population is directly or indirectly connected with the Civil Service, and he argued that if this body could be influenced the whole nation would soon be benefited. The Bill brought in by Dr. Lannelongue takes something from both schemes, but follows more closely the sounder economical basis of M. Leroy-Beaulieu's proposal. "Senator Lannelongue is a well known doctor and professor of medicine and an authority on tuberculosis. For his Bill he has received the support of the following Senators—M. Léon Bourgeois, a former Prime Minister of Finance; M. R. Caillaud, Waddington, M. Ribot, member of the Academy, ex-Prime Minister ex Minister of Foreign Affairs; M. Alfred Mézières, historian, and M. Francis Charteaux, director of the Revue des Deux Mondes, both members of the Academy; M. Peytral, M. Cuviniot, M. Gauthier, and a dozen others. The following is a summary of the Bill:—

UNMARRIED MEN.

1. Every man unmarried at the age of 29 will be called upon to fulfil a series of extra periods of military service until he has been inscribed for 25 years on the active or reserve forces.

2. No employee of a State department or municipality is to be retained if not married at 25. Widowers or divorcees are to be counted as married, and the rule is not to apply to Civil servants already in employment, or to officers, non-commissioned officers, or men in the land and sea forces.

3. Every Civil servant employed by a State department or municipality who is the father of three children alive at the time shall benefit (a) in promotion, (b) by a bounty of £8 yearly for each child under 15 beyond the third child.

4. For pension the same Civil servant shall benefit by a supplementary £4 annually for each living child more than three children.

5. The law as to State ordained partition of personal estates at death shall be cancelled, and parents shall have full freedom to bequeath as they wish.

The last clause is the more important, and it will not be accepted by Parliament without a struggle. Indeed, there are many chances that it will be defeated. The existing law fixing very narrow limits to a father's bequests to his children, and making it impossible for him to leave less than such and such a fraction to such and such relatives dependent upon him, was passed years ago for so-called humanitarian motives, to provide that no sons should be brought up to a certain standard of life and then left by chance or caprice without any means of continuing on the same scale of existence. It was thought at the time that the continual division of family land was economically dangerous. When embodied in law, however, the idea worked quite contrary to calculations. Compelled to divide the estate if they were blessed with more than one son or daughter, landholders saw here a deterrent rather than an incentive to bring up larger families. Indeed, this legislation has often been blamed as the first persuading influence in favour of depopulation.

### CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 22nd July, 1910.

(47)

(47)

(47)

(47)

(47)

(47)

(47)

(47)

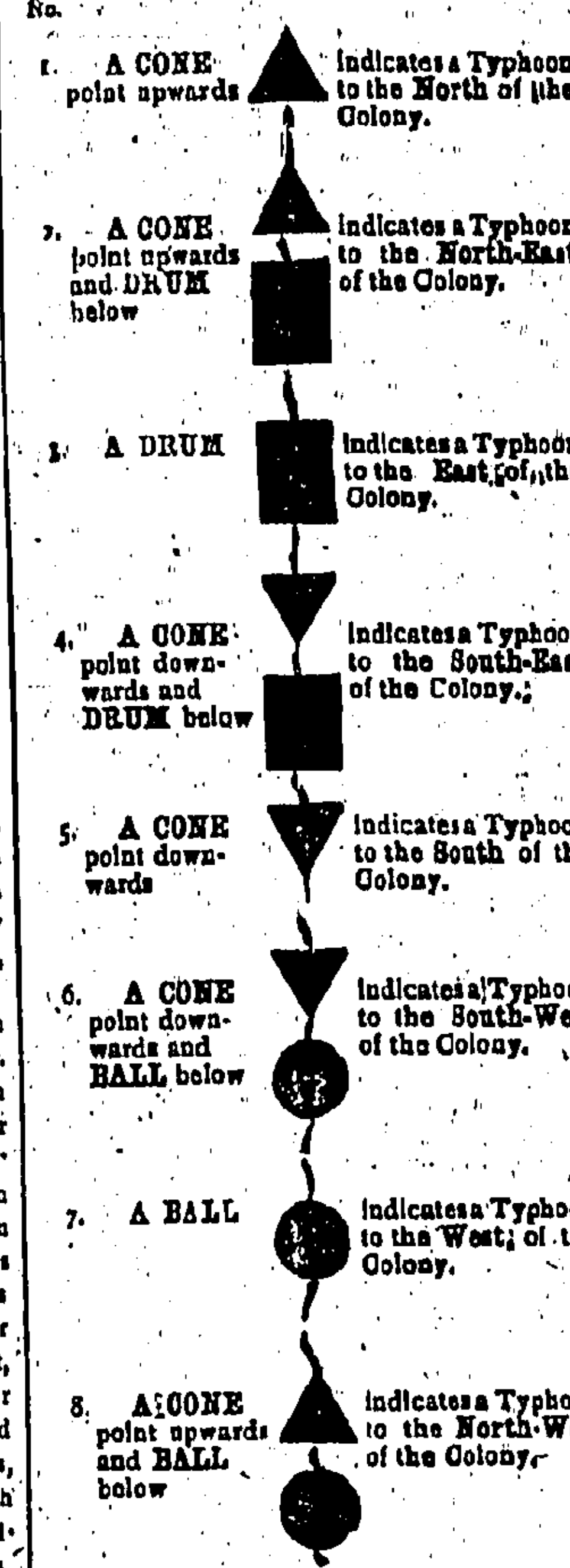
(47)

(47)

### WEATHER, FORTCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.  
Waglan. San Ki Wan.  
Stanley. Sai Kung.  
Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the High houses.

F. G. FROE.

Chief Officer.

(47)

(47)

(47)

(47)



## Intimation.

Powell's  
Alexandra  
Buildings.ARE  
PRODUCERS  
OFTHE MOST  
UP-TO-DATETIME AND  
LABOUR-SAVING

DEVICES.

IN

MODERN.

OFFICE

FITTING

FILING

CABINETS

With nests of  
drawers

SUITABLE FOR

Every Description

of

NUMERICAL

and

ALPHABETICAL

FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &amp;c.

PARTICULARS ON APPLICATION.

WM. POWELL,  
LTD.

HONGKONG.

## Public Company

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.  
NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY  
PAID-YEARLY MEETING of  
SHAREHOLDERS in the Company will be  
held at the Office of the Company, Hotel  
Marianus, on TUESDAY, the 9th August, at  
12 o'clock Noon, for the purpose of receiving a  
Report of the Directors, together with a State-  
ment of Accounts, declaring a Dividend, con-  
firming the appointment of Directors; and  
electing Directors and Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 26th July to 9th  
August, both days inclusive.  
By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary.

Hongkong, 12th July 1910.

## Auctions.

BY ORDER OF THE MORTGAGEE,  
PUBLIC AUCTION.MR. GEO. P. LAMMERT has received  
instructions to sell by  
PUBLIC AUCTION,

THURSDAY,  
the 11th day of August, 1910, at 3 o'clock in  
the afternoon, at his Sale Room in  
Duddell Street, Victoria,  
Hongkong,

THE FOLLOWING  
VALUABLE LEASEHOLD PROPERTY,  
situate at Victoria aforesaid, viz.:  
ALL THAT PIECE or PARCEL of  
GROUND situate at Victoria aforesaid regis-  
tered in the Land Office as INLAND LOT  
No. 107. Together with the messuages thereon  
known as Nos. 39, 41, 43, 45 and 47, Holly-  
wood Road and Nos. 48, 50, 52, 54, 56, 58,  
60 and 62, Lyndhurst Terrace. Area 9,824  
square feet. Term 999 years from 8th May,  
1857. Annual Crown Rent \$15.

The Purchaser of the property can obtain an  
advance on Mortgage thereof to the extent of  
\$100,000 on application to Messrs. Johnson,  
Stokes and Master, the Vendor's Solicitors.  
For further particulars and conditions of  
sale, apply to

Messrs. JOHNSON, STOKES & MASTER,  
Princes Buildings, Ice House Street,  
Solicitors for the Vendor,  
or to

MR. GEO. P. LAMMERT,  
The Auctioneer.  
Hongkong, 27th July, 1910. [509]

BY ORDER OF THE MORTGAGEE,  
PUBLIC AUCTION.MR. GEO. P. LAMMERT has received  
instructions to sell by  
PUBLIC AUCTION,

FRIDAY,  
the 12th day of August, 1910, at 3 o'clock in  
the afternoon, at his Sale Room in  
Duddell Street, Victoria, Hongkong,  
In Three Lots.

THE FOLLOWING  
VALUABLE LEASEHOLD PROPERTIES  
situate at Victoria aforesaid, viz.:  
Lot 1. ALL THAT PIECE or PARCEL of  
GROUND known as 1 registered in the Land  
Office as Section B of Marine Lot No. 116  
together with the messuages thereon known  
as Nos. 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,  
Nallah Lane. Area 910 square feet. Term  
999 years. Annual Crown Rent \$15.35.

Lot 2. ALL THAT PIECE or PARCEL of  
GROUND known and registered in the Land  
Office as Section F of Marine Lot No. 116  
together with the messuages thereon known  
as Nos. 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23,  
Nallah Lane. Area 894 square feet. Term  
999 years. Annual Crown Rent \$14.03.

Lot 3. ALL THAT PIECE or PARCEL of  
GROUND known and registered in the Land  
Office as Section G of Marine Lot No. 116  
together with the messuages thereon known  
as Nos. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21,  
Nallah Lane. Area 910 square feet. Term  
999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of  
sale, apply to—  
Messrs. JOHNSON, STOKES & MASTER,  
Princes Buildings, Ice House Street,  
Solicitors for the Vendor,  
or to

MR. GEO. P. LAMMERT,  
The Auctioneer.  
Hongkong, 30th July, 1910. [510]

## Intimations

F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
H. COMPOSITION RED HAND  
BRAND, HARTMAN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES, &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL ORKAM  
and  
P & O. SPECIAL LIQUOR BOOTH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
on Factory.

In Bags of 50 lbs. net \$8.45 per Bag  
on Factory.

SHEWAN TOMES & CO.,  
General Managers.

## TA CHING BANK.

NEW BUILDING AT SHANGHAI.

Another imposing bank building has been  
erected in the centre of the Settlement and  
yesterday the staff of the Ta Ching Government  
Bank moved into the new premises in Hankow  
Road from the comparatively small quarters  
they have occupied in the same thoroughfare  
for the past six years, reports the N. C. D. N. M.  
of 25th ult. A reception was held at the new  
bank in the afternoon and it was attended by  
the local Chinese officials and foreign and  
Chinese merchants. The Director-General,  
Mr. Chan Yuan-yen, the Director, Mr. Chen  
Chin-hai, the managers, Messrs. Chou Ching-  
fu and Sung Han-chang, received the guests  
and they were allowed to wander over the  
buildings as suited their inclination.

The new Ta Ching Government Bank is a  
four-storey building of massive construction  
built of red facing brick and stone dressings in  
English Renaissance style. The building is  
divided into eastern and western sections, the  
frontage of the whole on Hankow Road being  
240 feet and the depth seventy-five feet. The  
eastern portion of the building is to be given  
over entirely to the banking business while the  
western part will be sub-let until such times as  
it may be required by the Bank.

The front entrance to the bank has a large  
tower rising from it to a height of 150 feet,  
while at the west end there is an octagonal  
tower of less height. The main entrance leads  
directly to the main banking hall, a very com-  
modious room seventy-six feet by forty-three  
feet. The walls of this hall are paneled to a  
height of seven feet with teak, plaster decora-  
tion being used above that height. The ceiling  
of the hall is decorated with plaster enrich-  
ments which were much admired yesterday,  
and it is fitted with electric fans and lighted by  
both gas and electricity.

A feature of this floor is the two massive  
strong rooms. The remainder of this ground  
floor is devoted to managers' and other official  
offices which are placed between the main hall  
and the Hankow Road. The building is fitted  
with two lifts which run from the ground to the  
top floor. These lifts are capable of carrying  
five passengers each and they were made by  
Messrs. A. Smith and Stevens and supplied  
by Messrs. Scott, Harding and Co. On the first  
floor is a reception room thirty-seven  
feet by thirty-two feet, with a large Board  
room adjoining. The lower parts of the  
walls of these rooms are paneled with teak-  
wood and the floors are of special wood block  
parquet. There are also two strong rooms on  
this floor; they adjoin the Board room and are  
for the convenience of the officials with offices  
on this floor in the front of the building. The  
second and third floors are entirely devoted to  
offices except a portion of the third floor which  
is fitted up as living rooms for a few bank  
officials.

The western side of the building will be  
utilised for the time being as offices and flats,  
the being large and well-lighted. There is also  
in this part of the building a large room which  
may be used for a simple room godown in con-  
nexion with the offices in front. On the third  
floor is an attractive six-roomed flat with all  
modern conveniences. The architects were  
Messrs. Atkinson and Dallas.

The strong rooms doors are supplied by  
Messrs. Chubb & Sons, through Messrs. Jardine,  
Matheson & Co., the tiles and mosaics by  
Messrs. Makio, through Messrs. Ibbett & Co.,  
and the plate and embossed glass by Messrs.  
Scott, Harding & Co. The hot and cold water  
supply and heating installation were carried out  
by the well-known firm of Richard Crittal &  
Co. of London, for whom Messrs. Howarth,  
Birkling are the local agents, who sent out  
special men to do this work.

## THE BREEDING SNIPPE.

With the near advent of the Snipe Season,  
the question of where the birds migrate to  
often arises and forms a subject of topic after  
a day's shoot. Many profess that the snipe  
comes down to the southern regions from  
China while there are others who say that our  
vast forests afford the necessary breeding  
ground and yet there has not been one form of  
authority says 'In Finland' the real breeding  
ground or has seen the snipe haunching.

The following piece of intelligence from the  
London Outlook will be read with interest:—  
In the marshes of West Somerset we are in  
the ancient land of Damnonia, the local king-  
dom of that name of the Britons before the  
coming of the English; it is the

COUNTRY OF KING ARTHUR  
and his knights of story and legend. It re-  
presents a corner of the earth where the Celt  
has struggled for ages with his compeers, where  
he has met the Roman, and mingled with the  
Saxon and his kindred, and left a rich compost  
which has wonderfully fertilised and fertilised  
the world. It is a country in which wild nature  
has remained in large part unchanged for  
centuries. The surface of rich land formed  
from mud covered by the sea at a previous  
time gives place to peat, marking the site of  
the swamp and lake of ancient days. This  
land is the retreat of vast numbers of water  
fowl in winter—wild geese, mallards, shovellers,  
teal, curlews, coots, snipe, bitterns, moor hens,  
and various kinds of plovers.

Many of the birds, including numbers of snipe,  
remain to breed. You walk far in the early  
summer noonday without encountering any  
human creature. It might be Nature in her  
primeval mood, so silent is the landscape.  
Yet in the prevailing stillness you become con-  
scious of

A PECULIAR GHOSTLY SOUND,  
which seems to haunt the footsteps. The cause  
of it must be the distant wood in front; but  
there is no one when you arrive. It must be  
in the open space beyond, and you expect to see  
figures in the fields and busy men at work; but  
you emerge again and still there is no one. The  
sound is as difficult to define as it is to localise.  
It suggests now the machinery of a mill, or, again,  
the distant bleating of goats or sheep, or yet again,

the subdued converse of people close at hand  
at work. But there is never anyone and it re-  
mains a whispering sound always about one in  
the air.

A snipe, uttering its sharp tscap, tscap,  
rises from the heather, and now another, and  
you look long in the coarse grass for a nest.  
The carion crow has been busy, and the traces  
of broken shells strewn in the marsh mark his  
work. A nest is found containing eggs. It is  
the slightest of structures, a few grass  
stalks in a dry depression in the ground.  
The four beautiful almost invisible eggs,  
like all others in the open, bear the imprint of  
their surroundings in their protective colouring.  
Olive tinted they are, but with unusually large  
pale-coloured blotches which almost run to-  
gether on the surface. Another bird rises from  
the marsh, and the eye follows it upward in the  
air. It ascends till it reaches a height of about  
a thousand feet, when it begins a

SERIES OF PECULIAR EVOLUTIONS;  
the bird descending rapidly in a curve through  
the air, and again mounting to repeat the  
action. As the eye searches the sky several  
birds—all snipe—are seen in other di-  
rections, each engaged in similar evolutions.  
Suddenly the cause of the peculiar sound in the  
landscape is revealed. It comes from these  
birds in the air. It is the bleating or drumming  
note of the snipe in the breeding  
season. The sound, it may be observed, is  
produced by each bird at the moment of its  
descent through the air, and it ceases im-  
mediately the lowest point of the descending  
curve is reached. It is caused by the vibration  
of the inner web of the outermost tail feathers  
of the bird as it makes its oblique descent.  
There is nothing to the entire range of life  
more

SUGGESTIVE TO SCIENCE.  
than these various ways of expressing among  
animals the intense emotions of the mating  
season. We catch a glimpse therein—almost  
as if we looked down the corridors of time—of  
the infinite possibilities that have been latent  
in life. We imagine the complexity of lan-  
guage and think then of the mechanism of voice  
among the higher animals, and immediately we  
conceive it as if it were the sole means for  
communication by sound emotion from one  
creature to another. Yet with what a range of  
instruments have the sounds and emotions of  
the love-moods of life been thus in reality  
communicated. From the shrillings of the  
cicadas, or the scarpings of the crickets, or the  
lovely ecstatic love-tappings of the death-  
watches to the thrills of the Bob-o-link. From  
the throat of the nightingale to the tail feathers  
of the snipe!

## Intimations.

## STATE OF NORTH BORNEO.

## TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the  
Revenue Farms in the State of North  
Borneo from 1st January, 1911, as set out  
hereunder.

Tenders will be received at the Office of  
the Government Secretary, Sandakan, up to  
12 o'clock noon on the 1st day of October,  
1910, for the purchase of the exclusive privileges  
of the Farms enumerated below for a period  
of 1, 2 or 3 years commencing on the 1st  
January, 1911.

The Farms above referred to are the  
Opium, Spirit, Gambling, and Pawning  
Farms for the whole or part of the State.  
Copies of the Form of Contract for the  
Farms and full particulars of the conditions  
to be observed by tenderers may be seen on  
application at the Office of the Government  
Secretary, Sandakan, or of Messrs. Guthrie &  
Co., Singapore and Penang, or of Messrs.  
Gibb Livingston & Co. at Hongkong.

The retail rates for Chandu fixed by  
Government for the Opium Farm for 1911,  
1912 and 1913 are those specified below  
viz.:

|                        |        |
|------------------------|--------|
| For every 3 bun packet | \$2.14 |
| " 4 " "                | 0.10   |
| " 5 " "                | 0.24   |
| " 6 " "                | 0.28   |
| " 3 chl receptacle     | 7.45   |
| " 1 tubal              | 4.50   |

Hongkong, 20th June, 1910. [454]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.,

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai has re-opened their  
FURNITURE STORE

No. 59, DES VUEX ROAD CENTRAL.  
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order to any design required.  
Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firms and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Furniture  
to our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON &amp; Co.

5th May, 1910.  
ORDERS punctually attended to, and  
CHARGES most moderate.  
AN INSPECTION INVITED.  
HONGKONG, 5th August, 1910.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, GARDEN ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Queen Ports for their kind  
encouragement and support, and desires to state  
that she will be pleased to receive orders for  
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Goffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Chil-  
dren's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superioress will also be most grate-  
ful to any FARMER, or old handloom weaver, to  
take orders for the Children of the Poor Schools  
who are taught by the Sisters.  
Everyday, and every 10th

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 28th July, 1910, 100 lbs. per cwt.

## BUTCHER MEAT.

Cents.

Beefsteak—Prime cut—Mol Lung Pa B

" Corned—Ham Ngau Yeh

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yeh

" Steak—Ngau Yeh Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yeh Ching

" Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sun

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yeh

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Mutton Chop—Young Pal Kwat

" Leg—Young Pal

" Shoulder—Young Shan

" Pig's Chittlings—Oh! choong

" Brains—Oh! Know

" Feet—Oh! Keok

" Fry—Oh! Chak

" Head—Oh! Tai

" Heart—Oh! Sun

" Kidneys—Oh! Yeh

" Liver—Oh! Kon

" Pork Chop—Oh! Pal Kwat

" Corned—Ham Chu Yeh

" Leg—Chu Pal

" Fat or Lard—Chu Yeh

" Sheep's Head and Feet—Young Tau

" Knok

" Heart—Young Sun

" Kidneys—Young Yeh

" Liver—Young Con

" Sucking Pig, To Order—Chu Chai

" Suet Beef—Sung Ngau Yeh

" Mutton—Sung Young Yeh

" Veal—Ngau Chai Yeh

" Sausages—Ngau Chai Yeh Tong

## POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Ap

" Doves—Pan Kan

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hailan—Hol Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheng Ho Yeh

" Ngo

" Musk Deer—Wong Kung

" Hare—To Chai

" Partridge—Chan Khoo

" Pheasant—Shan Kai

" Pigeons, Canton—Pak Kap

" Hallow—Hallow Pak Kap

" Quail—Um Chai

" Rice Birds—Wo Fa Chai

" Snipe—Sa Chai

" Turkeys, Cook—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai; Sol-ap

" Teal, Shanghai, Sol-ap Chai

" Wild Ducks Canton—Sung Shing Sol

## FISH.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hol Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Codfish—Men Yu

" Crabs—Hal

" Gutter Fish—Mok Yu

" Dab—Sa Mang Yu

" Dog—Wong Mai Lun

" Fish—Til To Sa

" Hais, Gorgon—Hal Man Yu

" Fresh water—Tan Sol Yu

" Yellow—Wong Sin

" Frog—Tien Kai

" Group—Sak Pan

" Gudgeon—Pak Kung Yu

" Herring—Tao Pak

" Halibut—Chung Kwan Yu

" Labrus—Wong Fa Yu

" Loach—Wo Yu

" Lobster—Long Ha

" Mackerel—Chai Yu

" Moak Fish—Mon Yu

" Mullin—Chai Yu

" Oysters—Sung Ho

" Parrotfish—Kai Kung Yu

" Perch—Tan Loo

" Pike—Fa Paw Poong

" Placod—Pan Yu

" Pomfret, Black—Hak Chung

" Pomfret, White—Pak Chung

" Prawns—Ming Kai

" Ray—Pal Pa Sa

" Rock Fish—Sak Kai



## Intimation.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1847.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$85 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily rate is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 1, 1910.

## COLOUR VISION AT SEA.

From the correspondence which appeared in our columns on Saturday, it is to be gathered that the Imperial Merchant Service Guild are not going "to let the grass grow under their feet" in their endeavours to secure a rectification of the tests for colour vision at sea. Some weeks ago we took occasion to refer to this vexed question. It affects the shipping community at large. Therefore it affects the travelling public at large. Here in Hongkong where the shipping fraternity are in the nature of things particularly strong and powerful and where the European population more or less are sojourners and travellers the subject of colour vision at sea has a peculiar significance. On the previous occasion referred to, we deplored the non-existence of a local branch of the Guild and made the subjoined comment:—"Some years ago there was a British Mercantile Marine Officers' Association in Hongkong. Unfortunately, that Association has passed out of existence, but it will always be remembered for the important work it did, assisted by the Hongkong Telegraph, in connection with the carrying through of the local Sunday Labour Ordinance, which has since been adopted as a model by all British Crown Colonies in framing legislation to prohibit unnecessary Sunday labour on vessels. In port, that achievement forms a good instance of the efficacy of combined action. Were such a body as the old Marine

Officers' Association in being at the present day it might prove to be a valuable ally to the central organisation on this matter of colour vision. If Hongkong marine officers in combination led the way in regard to the Sunday Labour Ordinance, there is every reason to believe that their representations would carry no less weight in connection with the colour vision tests for mercantile marine officers. To the general public, the subject of colour vision at sea may appear somewhat abstruse and foreign, yet as a matter of fact it affects every man, woman or child who travels over the sea. Many a lamentable disaster has occurred at sea through nothing else but colour blindness on the part of ships' officers. Rightly, colour blindness debars any man from obtaining a sailing certificate and it is only proper that candidates for such responsible positions as those of ships' officers should be made to undergo the severest of severe tests in this respect, for in many cases the lives of hundreds of passengers may depend upon the accuracy of vision of the officer on the bridge. But at this point the question emerges as to what constitutes a real test of a man's colour vision so far as regards his ability to pick up the three primary colours in use at sea—namely, red, green and white. The colour vision tests applied to candidates for Board of Trade certificates have for long been a thorn in the flesh of the Merchant Service, whose members consider them unfair and unjust. It is regrettable to admit that there are men in the fleet holding junior officers' certificates and afraid to go in for higher things lest they should not only fail to get the higher ticket but should lose the certificate that they presently hold. Such instances, however, are few and as showing the inherent uprightness of our Merchant Service, we may say that never have we known a man in that Service, to take upon himself the duties of a responsible seagoing ship's officer when he felt not quite sure that everything was right with his eyesight. Rather he looks about for some out-of-the-way billet in which his defective vision cannot lead to any harm. But now comes the grievance of the shipping man. He protests strongly against the existing system of colour vision tests and he has a great deal of sound argument behind his contentions. The agitation against the test system in vogue has been brought to a head by the now famous case of Mr. John Trattles, who, after having been failed repeatedly by the Board of Trade examiners on the score of colour blindness, successfully passed through a series of examinations on the open Thames. The system at present followed by the Board of Trade in determining a man's capacity to distinguish colour is known as the wool test. The candidate is handed a tag of coloured wool and asked to pick out the shades that match with it from a mixed assortment of wools set before him. These examinations are conducted indoors and in the testing process many shades of colours are employed that would never enter into the purview of an officer on the bridge at sea, where the sole colour-vision requirement imposed upon him is the ability to distinguish a green light from a red light and a white light from both. Sir Francis Mowatt, who presided over the Board of Inquiry that sat in the Trattles case said in his judgment:—"I do not think that the selection of wools by daylight, as I saw the test applied, affords a conclusive test of a man's ability to pick up lights at night under the open sky, or to distinguish between three colours in use at sea." One shipping Journal in England, with reference to the quasi scientific examination of candidates for ships' officers' tickets, makes the pungent remark that dog fanciers ought not to be set to judge canaries even though the dog fanciers are able to write F.R.S. after their name. Lord Muskerry, the President of the Merchant Service Guild, declared that the colour vision test at present in vogue might well be applied to drapers' assistants but certainly not to the captains and officers of our Mercantile Marine. As would be seen from the correspondence which was published in the Hongkong Telegraph on Saturday, the result of the Guild's powerful representations to those in high places has been the appointment of a Departmental Committee by the Board of Trade to consider the whole question of colour vision tests. The constitution of that committee, however, leaves much to be desired. It is, to say the least of it, rather remarkable that it should consist to a great extent of men who are admittedly the upholders of the existing system of colour vision tests, if not the inventors of it; whereas the Merchant Service Guild itself, which has been responsible for the institution of the inquiry, is not represented at all. If good results are to be expected from the Committee's deliberations and collection of expert evidence, surely the people most concerned—the masters and officers of the Merchant Service—ought to be represented on that Committee. We trust that the Board of Trade will yet be brought to see the force of this argument and this again brings us once more to the final reflection—what a great pity it is that we have not in Hongkong a Mercantile Marine Officers' Association to lead combined and solid support to the parent society in such a time of stress.

## LOCAL AND GENERAL.

To-day being a Bank holiday, the Supreme Court was closed to business.

According to the Globe the night falls but never breaks whereas the day breaks but never falls.

THE Bombay Fund for the widow of Ramshaw, the second engineer of the *Lomihar Grange*, amounted on July 15 to Rs.695.

THE Colonial Office is said to be considering an Imperial system of wireless telegraph, linking together every British possession.

LIEUTENANT FRANCIS E. B. HANFORD has been appointed to the survey ship *Marlin*, Captain F. C. Learmonth, engaged in Chinese waters.

AN "intimate friend" of the German Emperor says that His Majesty is about to launch a cheap, popular, daily newspaper to combat socialism in Germany.

THE steamer *San Juan* sailed for Hongkong from Manila on 27th ult. with 814 bags of sugar shipped by Messrs. Warner, Barcos and Company.

THE suggestion that Wales should be represented on the new coins to be struck on the accession of King George, is now being considered.

GERMANY headed the shipping clearances at Bangkok last year with 345 steamers, Norway came next with 235, Siam third with 198 and Britain next with 88.

FIVE hundred dollars was the penalty imposed on a native at the Magistracy this morning for selling San Piu lottery tickets. Detective-Sergeant Appleton prosecuted.

THE Viceroy of Szechuan has ordered the Opium Likin Office to export all the opium held in stock by merchants and to prohibit future storage of opium without permission.

MAJOR E. A. W. COURTNEY, Army Service Corps, Deputy-Assistant-Director of Supplies and Transport, Eastern Command, has been ordered to hold himself in readiness to embark for Hongkong.

WE are informed by the Chinese Engineering and Mining Company, Ltd., that the total output of the Company's three mines for the week ending July 19 amounted to 26,599.99 tons and the sales during the same period to 18,768.16 tons.

A SHROFF belonging to the Treasury Department was charged by Detective-Sergeant Watt at the Magistracy this morning with embezzling a sum of \$120. The case was adjourned, bail being allowed in the sum of \$100.

M. E. WEN Tsung Yao, formerly deputy of foreign affairs in Canton and lately Junior Assistant at Lhasa, was recalled on account of the recent trouble in Tibet, is expected to return to Canton in the course of a month.

Pigs from Manchuria are arriving in small consignments by way of the Trans-Siberian Railway. It is only a tentative affair to test the possibilities of the trade. The idea is to see how the hogs from Siberia and Manchuria will stand the journey by rail, and whether they are fit to put on the market on their arrival.

IT has already been reported that Tsao Si, at present Chief Deputy of Foreign Affairs in Canton, will be appointed Chinese Consul at Singapore to replace Mr. Tso Ping Tsang. Mr. Viceroy Yuan now proposes to appoint Mr. Sab, at present Director of the Chinese Imperial Telegraph Administration in Canton, to be Tsao Si's successor.

THE death is announced at Yarmouth, at an advanced age, of Captain Martin Wells Barber, who had command of some of the smart clipper barques that used to run to England with tea from China. When he retired from the sea at the age of 40, Captain Barber became a shipbroker and a marine surveyor and assessor, in which last mentioned business he had considerable practice.

THE proceeds realised from the distribution of cheap rice in Canton on the 27th ultimo were as follows:—Eastern Shed, \$2,151; Western Shed, \$2,413; Houam Shed, \$1,801; and Wongsun Shed, \$1,730. Besides the above amounts a sum of nearly \$1,000 was realised on rice sold to the villagers who went to Canton to obtain the daily supply of cheap rice on that day.

DETECTIVE-SERGEANT Wills charged two Chinese in the Police Court this morning for stealing and receiving \$105 worth of jewellery belonging to Miss Hilda Elliot at the Victoria Cinema in January last. It appears that the first defendant was arrested in the act of redeeming the articles in a pawnshop. Part of the stolen property has been recovered. The men were remanded for a week.

THE Chinese have been entering into Canada from the port of Vancouver in considerable numbers during the last few weeks. The Customs officials have been somewhat at a loss to account for the rush, but it is now explained by the receipt of information from Hongkong that a report was in circulation among the Chinese there that Canada intended shortly to increase the head tax on the entry of Chinese from \$500 to \$1,000.

MR. D. DORWARD, manager of the aerated water department of A. S. Watson and Company's extensive business, left yesterday for Hongkong with his wife, reports the *Cablenews*, of 30th ult. Mr. DORWARD came over from Hongkong some months ago to superintend the extensive alterations in the factory and has just completed the installation of new machinery and the water distilling plant, making the plant the finest of its kind in the Orient. Mr. DORWARD has been some years with the firm here and in other parts of the Orient and is reckoned to be one of the most expert men in his profession in the East.

## A FAMOUS SHAKESPEAREAN RECITER.

## IN HONGKONG.

Mr. Marshall Darrach, the famous Shakespearean reciter from America, is at present in Hongkong on a short visit, during which he will be the guest of H. E. Sir Henry and Lady May. Mr. Darrach has been touring in Japan and China and has just returned from Manila by the *s.s. Siberia*. We understand that Mr. Darrach has arranged to give a recital of "The Merchant of Venice" at the Peak Hotel on Friday night. Mr. Darrach's method of presenting Shakespeare's plays is to recite the main parts of each drama, impersonating the different characters as they appear, by changes of voice, facial expression, attitude, gait, gesture and emotion.

His repertoire consists of nine plays, which he recites from memory, never referring to a book or manuscript upon the platform, and his fidelity to the Shakespearean text is absolute. Between the scenes he gives a few explanatory sentences which make clear the entire plot, and call attention to the points which individualise the characters and the drama.

## "TRUTH" ON RUBBER.

The latest *Truth* to hand says:—A common failing of the human mind leads men to expect when prices have fallen that they will go lower, and when they have risen that they will go higher. That the rubber investor is not free from this weakness is simply demonstrated by the experience of the past few weeks. A continuous rise in the price of raw rubber had inspired speculators with the belief that this wonderful material, elastic enough itself, would defy all natural law and refuse to submit even to those temporary fluctuations which are experienced in turn by the most steady and stable of marketable commodities.

A TEMPORARY CHECK unnerved the speculator, and those who had been impecunious purchasers were speedily converted into reckless sellers. A severe storm, however, is soon over, and Mr. Lampard's closely reasoned speech at Rubber Plantations Investment Trust meeting has done much to restore sanity. His iron logic is unanswerable. Brazilian rubber, collected from scattered trees in wild forests, cannot be marketed for less than 35. per lb.; the Malayan companies are producing it from 41 acre fields at 1. per lb.

THE PLANTATION PRODUCE at present accounts for only 4,000 tons out of a total annual consumption of 70,000 tons. The strides made by the motor industry throughout the world have created an unprecedented demand for rubber which must continue to expand. And the supply of rubber is not likely to be equal to the demand for several years to come. When equilibrium is reached the low cost of plantation rubber will give it an easy victory over the Brazilian product; and in the meantime the high prices which are being realised should provide the plantation companies with an abounding harvest.

LAST YEAR'S RECORD DIVIDEND was Selangor's which was intended to show that the big producers then offered no margin for further speculative advance, and now that prices have fallen to a more moderate figure and confidence is being restored the revised table given above should enable my readers to make some advantageous purchases. It is difficult to show in tabular form the extraordinary strength of some of the big producers. The Linggi company for instance, with its modest capital of £200,000, had in hand at the date of its last balance sheet a reserve fund of £200,000, which has since been increased, by the issue of £200,000 shares, to £400,000, while the company will hold sufficient Kamun shares at par to realise at a moderate rate a further £1,000,000.

THE first quarter of the new year was reckoned at over £200,000 in the company's cash and realisable assets of nearly half a million sterling apart from 250,000 of rubber plantations. The Malacca estate is a giant which possesses about three million trees, and has over a quarter of a million cash in hand, and makes substantial profits from banking, shipping, and other agency business. These figures cannot be included in the foregoing table, but my readers must not overlook the strength of these two great companies apart from their regular rubber production. The greed of special settlement speculators and the predatory campaign of unscrupulous promoters have damaged a market which offered, and which still offers, investment opportunities far beyond those of any other commercial concerns in the world.

## CHINESE TONG WAN.

## OUTBREAK IN NEW YORK.

A New York despatch of 16th June states:—The Tong wan, which sleeps, but never dies, in spite of threats, promises and solemn treaties, broke out to-day in Chinatown. In 30 seconds three Chinese were shot, two of them fatally, a third was painfully wounded, and more than 40 shots from heavy calibre revolvers splattered against the bricks or pavements. In three minutes following seven Chinese were arrested.

It happened that the two thousandth anniversary of the founding of the Society of the Four Brothers fell on this day and it is honour the members were to give a banquet in Pell street at 5 o'clock.

It was in the midst of a restless, stuffy throng, soon thick with policemen that the shooting began. There is no certainty of the precise provocation, but it is generally understood in Chinatown that the Ong Leong tong did not sell the fact that Chu Han, recently acquitted of the murder of an Ong Leong tong man, was to be the guest of honour.

## SHANGHAI CRISIS.

## THE FINANCIAL SITUATION.

THE N. C. D. News of 27th ult. says:—As we go to press the report reaches us that an Imperial Edict has been issued authorizing the Shanghai Taotai to borrow Tls. 5,500,000 from foreign banks to assist the local market. It will be remembered that on Saturday, in view of the failure of four native banks and their inability to honour their own ten-day orders held by foreign banks for goods delivered, a meeting was held at the Bureau of Foreign Affairs to discuss the financial situation. Among those present were the Shanghai Taotai, representatives of the Chinese Bankers' Guild and the Chinese Chamber of Commerce, Mr. H. E. R. Hunter, representing the foreign banks and Mr. D. Landale on behalf of the Shanghai General Chamber of Commerce. As a result of that discussion, which lasted from 2 o'clock until 7 p.m., it was decided that the Taotai should secure the consent of the provincial authorities and of the Central Government to negotiate a loan with the foreign banks on behalf of the Bankers' Guild with a view to honouring the native orders. The amount of the indebtedness represented by outstanding orders of the banks that had failed was estimated at some Tls. 1,500,000; but owing to the shortage of money among the native banks and the uncertainty of the condition of some of their number, it was decided that the amount of the loan should be Tls. 3,500,000, while a further loan of Tls. 1,500,000 should be raised from Chinese sources, if possible. It must be borne in mind that the native banks rely to a great extent on foreign money, and if serious doubts regarding their solvency were entertained by the latter and an attempt were made to call in their money, a serious crisis would ensue. The Governor at Soochow and the Viceroy at Nanking gave their consent to the proposal and the scheme has now received the imprimatur of the Central Government's approval. It is to be hoped that, while this money will relieve the financial situation, the present crisis will be seized upon as a fitting opportunity for regulating the basis on which native business is carried on in Shanghai.

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

An anonymous correspondent signing himself "Anti-Speculation" writes to the *London and China Express* on 24th ult. "Sir,—As this company appears unable to earn any money for the shareholders, would it not be advisable, as suggested at last year's general meeting, to liquidate the concern, rather than keep it going for the sole benefit of the general managers in China, in conjunction with the directors in London?"

## DEATH OF MR. T. W. KINGSMILL.

## AN OLD SHANGHAI RESIDENT.

An old and most respected resident of Shanghai, a man who was pre-eminently entitled to be classed as one of the builders of the Model Settlement, passed away yesterday evening in the person of Mr. Thomas William Kingsmill, the well-known architect and civil engineer, says the *Shanghai Times* of 27th ult. The end was not unexpected for Mr. Kingsmill, who was 73 years old, had been in failing health for a long time past, and had recently been in the General Hospital suffering from heart disease. He regained strength sufficiently to return to his home a couple of weeks ago but his medical attendant, Dr. Krier, could give his friends no hope of his ultimate recovery. It was entirely a matter of a little time he said, and pointed out that the hot weather constituted a dangerous factor in the case. The patient was too weak to be removed from Shanghai so that nothing remained but to nurse him at home and minister to his comfort as assistantly as possible and all this was done by his son, Mr. Gerald Kingsmill, and his attendants. Mr. Kingsmill gradually sank however from day to day until at 6.30 p.m. yesterday he breathed his last peacefully and peacefully and conscious. Almost up to the moment of dissolution, Bishop Moloney was with him a short while before the end came and Mr. Kingsmill calmly joined in the deathbed prayers which were recited. It was characteristic of his great kindness of heart that his latest conscious moments should have been devoted to consideration for others. The last words he spoke were in the course of a conversation with his old friend Mr. Leung regarding an orphan child, the son of a deceased Mason, whom Mr. Kingsmill was anxious to see placed in a Masonic school in England. It was a great wish of his that this should be done and no doubt it will be fulfilled.

Mr. Kingsmill was a member of an English family settled in Dublin and was born in the year 1837. He was educated privately, and early in life came to the Far East engaging extensively in exploration and surveying work in this Empire especially in geological research. Acting under instructions from Chang Yeo, the progressive Governor of Shaanung Province, he surveyed and reported on the northern section of the Imperial Canal, which had been dislocated by change of course of the Yellow River in 1887; he was since engaged in the exploration of coal-fields in Shaantung and Szechuen. Of his great proficiency as an architect Shanghai contains many splendid proofs, and of his claims to distinction as a scholar, as philologist and historian, the records of the Royal Asiatic Society, the columns of the newspaper press in China and the pages of many scientific magazines and publications in Europe and America furnish ample evidence. He was indeed a man of the widest attainments in those branches of learning that have contributed to our knowledge of the East. One of his greatest interests in life was Free Masonry. He was an eminent and consistent member of the Craft and had won some of the highest distinctions it has to offer. He was a Past Deputy District Grand Master of the Northern Lodge of China and in no circles will his demise be more sincerely lamented than in those of Masonry.

## AGREEMENT PENDING IN ORIENTAL TRADE.

THE TOYO KISEN KAISHA MAY CONNECT WESTERN PACIFIC WITH ORIENT.

San Francisco, June 29. By the terms of a traffic agreement which is said to have been arranged by the Western Pacific Railroad and the Toyo Kisen Kaisha, it is believed in railroad circles that the Gould transportation lines propose to make a powerful bid for a share of the trade with the Orient that has been largely absorbed by the Maruman navigation companies from San Francisco on the one hand and the Hill steamships from Puget sound on the other and other companies.

Official information of the pending negotiation between the Western Pacific and the Toyo Kisen Kaisha is still wanting, but the reported deal is the one big topic of interest in transcontinental traffic circles. J. H. Schlacks, first vice-president of the Western Pacific, yesterday declined to discuss the subject. In a recent interview at Washington, however, W. H. Avery, assistant general manager of the Japanese line, refused to deny that the Toyo Kisen Kaisha is about to become the exclusive ocean connection of the Western Pacific with the Orient.

TO AVOID ENTANGLEMENTS. Evidently in anticipation of a competing transcontinental railroad at some future date, the Japanese line, when the three-cornered agreement with the Pacific Mail and Occidental Steamship Companies was reached, insisted upon the insertion of a clause in the contract whereby it may recede from the agreement at any time, provided a ninety-days' notice is given. It is upon the operation of this clause, it is said, that the Japanese company will be able to avoid entanglements by withdrawing and affiliating itself by traffic agreements with the Western Pacific.

Under the terms of the three-cornered agreement between the Pacific Mail, the Occidental and Oriental and the Toyo Kisen Kaisha, the vessels of each company are provided with docking facilities at the Pacific Mail's wharves. This arrangement, it is understood, is to be dissolved in the event of the Western Pacific-Toyo Kisen Kaisha affiliation, and provision for such an emergency is said to have been made by the Gould interests.

NEW FACTOR IS ADDED. The trans-Pacific service of the three big companies and an ultimate break on the part of the Toyo Kisen Kaisha from the domination of the Pacific Mail has for years been a matter of speculation in traffic circles. Rumours of a contemplated withdrawal of the Oriental Company have arisen at intervals in recent years, but lacked the element of reliability in view of the practical monopoly of transcontinental traffic by the Hill and Harriman roads and the Santa Fe, the latter road holding an agreement with Harriman interests. In reference to facilities in reaching the docks. But with the opening of the Western Pacific which, with connecting Gould lines in the East and middle West will be a strong factor in transcontinental traffic, has again arisen the prospect that is no longer considered a rumour. In local railroad circles it is predicted that the dissolution of the three-cornered agreement of the trans-Pacific companies will be accomplished within sixty days. The Western Pacific, having already in operation its freight service, will begin its transcontinental passenger service between August 15th and 20th.

PACIFIC MAIL'S PROSPECTS. Plans of the Pacific Mail in connection with its trans-Pacific service, indicate a realization on the part of the Harriman Company of approaching competition of a powerful nature. In accordance with its plans to improve its service the Pacific Mail has announced the construction of two new steamships with large passenger and freight accommodations and possessing every modern convenience. The plans for the construction of the two steamships, as announced, call for the expenditure of \$3,000,000 for each vessel.

The new ships, it is said, will closely resemble in construction the George Washington of the North German Lloyd line, which is pronounced by many architects as perhaps the best type of marine architecture afloat. The new steamers, it is announced, are to be 650 feet in length, with a 70-foot beam, and will draw at the maximum 33 1/2 feet of water. They are to have 35,000 tons displacement.

They are to accommodate 500 cabin passengers, 150 second-class and 700 steerage passengers. The first-class cabins are to be equipped with 100 bathrooms. R. P. Schwerin, vice-president and general manager of the Pacific Mail, is credited with the announcement of these plans, which is accepted in transportation circles as also an announcement that the Pacific Mail has determined to maintain service on the Pacific that may be compared with the service of Atlantic steamship companies in order to compete with the threatened agreement between the Gould road and the Oriental Steamship Company.

## "THE BABY'S WORLD."

The Baby's World, the practical magazine for mothers, has already achieved a place amongst the best class illustrated magazines. The third number is as interesting as its predecessors, and will be just as helpful to those who have young children. For all that affects the feeding, clothing and training of children, it is a monthly budget of information and inspiration that every mother will welcome. Some of the contents of the July number are: "The Nursery Milk" and "How to Feed Baby," both by J. J. Macgregor, M.D., F.R.C.S.; "The One of the Children," "The Baby's Bath," "The Baby's Health," "The Baby's Playmate," by Robert Douglas; "Inflection and Conjugation," by E. Sloan Chester, M.B.; "How to Make Education a Pleasure," by Charles E. Bonham; "The Children's Holidays," "The Modern Oliver Twist," and a delightful account of "Our Babes of the West," by Mary Macleod Moore, who describes the trials and temptations of motherhood in our Canadian homes. A special feature, too, has been made of the children's clubs, and all the other articles are beautifully illustrated.



## THE GREAT "N.D.L."

## CHAIRMAN OF DIRECTORS COMING TO HONGKONG.

Herr Philipp Heineken, chairman of directors of the North German Lloyd, Bremen, arrived in Sydney on 5th ult by the Melbourne express. Herr Heineken is spending about a month in Australia, inquiring into the condition of the company's trade generally, after which he will proceed to China. The company's business at Circular Quay were decorated with bunting yesterday in honour of Herr Heineken's visit to Sydney.

"Yes, Mr. Heineken will see you. Take the lift to the second floor—No. 15."

The reporter took the advice (and the lift), and was admitted to Herr Heineken's sitting-room at the Hotel Australia, Castlereaghtree, Sydney.

The chairman of directors of the famous German Shipping Company is naturally a busy man, and his expression at first was as one who should say "Can't you see I'm busy?" but a promise to waste as little time as possible resulted in an interview in which a good deal of ground was covered.

"You have come out to Australia, I presume, on the company's business?" said the "Evening News" representative.

"Yes, there are a good many things to be seen to. For one thing, I am seeing about fitting all our steamers with wireless telegraphy apparatus. The vessel I came to Australia in, the Prinz Regent Luipold, has, I think, the best system. It is called the singing system. The trouble is, of course, that you have not nearly enough wireless stations in Australia. You are behind the times there, and need a lot more. If a thing is worth doing, it is worth doing thoroughly, and it's only the best of everything that's worth having."

"Are you going to speak to the Federal Government about it?"

"I do not know. If I meet any Ministers I shall certainly introduce the subject."

"Is your company building any new ships for the Australian trade?"

"Not at present. Australia is a great country, but she needs more population—much more—and conditions do not warrant building any more vessels at present."

## ENCOURAGING IMMIGRATION.

"I understand the Nord Deutscher Lloyd intend catering extensively for immigrants."

"Yes. Australia wants population, and besides Germans there are a number of other European countries whose people would make splendid colonists. I don't mean destitute people, but men with a little bit of capital to give them a start."

"And will you bring your passenger boats on from Sydney to Queensland ports? Queensland is going to pretty largely for immigration, you know."

"If I find it is warranted, I will certainly make the recommendation."

"Do you think of a 'King' either the Commonwealth or the State Government for a subsidy in this connection?"

"Our people don't believe in subsidies. If a thing is a good thing and worth doing why not do it yourself? We are doing a big immigrant trade with America, and the trade is growing now that people find the comfort in which one can travel. It is very unlike what it was 30 years ago. No one dreamed then of grand palaces in third saloons, and that sort of thing."

"How does Australian trade compare with American?"

"Oh, we do much bigger business with America than Australia. America is, of course, a great cotton country, and we take very big cotton cargoes to Europe, but the wheat trade has fallen off a bit. America produces a great deal of wheat, but she needs a very great deal more than she used to for her own consumption."

"Do you think it likely we shall ever see Mammouth Lines in Australian ports, like the great trans-Atlantic liner?"

"It is not likely that boats built for Australia will ever be much larger than the biggest that come to Australia—about 13,000 tons. Our biggest ship which goes to America is the George Washington. She's 20,000 tons. By boats that size are very long, and there would be trouble to get them through the Suez Canal, which has a good many turns in it."

"Have you been to Australia before, Mr. Heineken?"

"No, this is my first visit. I think it is a great country, though; but you want more people than the four and a half millions—is that right, you have?"

"Shall you stay long?"

"I expect to be out here about three months. When I have completed my business in Sydney I shall visit Brisbane."

"How is your island trade getting on?"

"You mean with New Guinea? Oh, the company is doing very well."

"Has the rubber boom increased trade?"

"No, not to any extent. I foresee in a few years there will be much bigger exports in rubber, and in copra, too."

## OUR ENGLISH FRIENDS.

"Tell me, Mr. Heineken—if it's a fair question—what is your own idea of all the talk about English and German enmity?"

"It is nonsense" (very emphatically)—"all nonsense. The trouble only exists in the minds of a lot of ignorant people. Germany is England's best customer, and England is Germany's. And why should people whose interests are bound together want to go to war? Of course there is a certain amount of business jealousy—the rivalry between business men—but whatever Germany is doing in the way of building up her navy is not on account of any designs on England. The nations are very friendly, and these silly ideas don't exist amongst business men. I have lived in England the last seven years, and many of my very best friends are Englishmen."

"By the way, sir, are you a doctor of medicine?"

"I'm not a doctor at all. That is a mistake. You saw it in a newspaper. I suppose the Dr. was meant to stand for director."

## A SPLENDID CAREER.

Herr Heineken, who is just 50 years of age, is a tall, well-built, and extremely well-dressed man, with something of the soldier in his bearing, who looks several years younger than his actual age. His business career is one that he may well feel proud of, for it is entirely owing to his own business activity that he finds himself in the high position he occupies. The son of the late Yrre Heineken, legal adviser to the N.D.L., the present chairman of directors was born at Bremen in 1860, and educated and apprenticed in that important shipping centre. He served for a year with the 1st Dragoon Guards, and then went to Liverpool to be employed by Messrs. De Jersey and Company, a big cotton firm. When 26 years of age he returned to Germany, and established the firm of Heineken and Vogeltang, importers and exporters of cotton. The young Heineken soon showed his business capabilities, and his firm becoming one of the largest cotton houses in Germany, he had to make frequent visits to the United States, establishing branch offices in the Southern States of America, in New York, Liverpool, Hamburg and Havre. He was a director of the Bremen Cotton Exchange, and a vice-president. In 1898 elected a member of the Chamber of Commerce, he became its president in 1905, and in 1899 he was elected to the Local Diet. On the death of his partner, Herr Heineken accepted in 1906 a directorship in the N.D.L. Company, with the management of its freight department, a position which had repeatedly been offered him. On the death of the director-general (Dr. Wiegand), Herr Heineken was appointed to his present position of chairman of directors to the great German shipping company, a position which he seems likely to fill for many years. —Evening News.

## CHINESE STEWARDS.

## HONGKONG GOVERNMENT TAKES ACTION.

A Melbourne dispatch of 7th ult. says:—The Minister for External Affairs has received a letter from Sir F. L. Gifford (sic), Governor of Hongkong, stating that the Chinese concerned in the stowing away of six Chinese on the Eastern—who were discovered at Hongkong—has been sentenced to nine months' imprisonment and banishment from Hongkong.

The evidence in the case showed that the Chinese had arranged with accused (Li Hing) to pay him a certain sum for securing them a passage to Australia.

Mr. Batchelor says it is satisfactory to know that the authorities in China are taking the serious view of the matter that the Australian Government takes, and so are readily responding to Australia's request for supervision at the Chinese end.

## RUBBER IN SELANGOR.

## GENERAL DESIRE OF NATIVES TO SHARE IN CULTIVATION.

## EAGERNESS OUTRUNNING DISCRETION.

In his administration report on Selangor for 1909, Mr. H. Conway Belfield, C.M.G., the British Resident, makes some useful comments on the rubber industry. He says:—

As this report is being prepared at a time when the attention of the press and the public to most parts of the world is riveted upon the progress of the rubber industry and when the published observations, recommendations and criticisms of those who are in a position to speak with authority upon all phases of the absorbing topic are within the reach of every one who cares to read them, it seems unnecessary that I should deal with the subject here further than to place on record available figures relating to cultivation and production, together with brief comment upon the steps which have been taken locally to assist and conserve the industry by scientific and legislative precautions.

An approximation of the area estimated to have been under rubber in Selangor at the end of 1909 is summarised in the table below:—

## ACRES.

|                |         |
|----------------|---------|
| Kuala Lumpur   | 18,000  |
| Klang          | 36,087  |
| Kuala Langat   | 10,130  |
| Ulu Langat     | 16,000  |
| Kuala Selangor | 14,330  |
| Ulu Selangor   | 6,000   |
| Total          | 100,637 |

The estimated area twelve months previously was 87,321 acres.

I think that there can be little doubt that the actual figures are in excess of those given above, because while this table probably provides a near approximation to facts so far as those properties are concerned on which rubber constitutes the only or the principal feature, it is necessary to remember that the desire to share in so profitable a form of cultivation has so permeated all classes of native landholders that there is hardly a garden or orchard at the present time, however diminutive its dimensions and however unimproved its condition, which does not contain amidst its tangle of miscellaneous growth a certain proportion of rubber trees in varying stages of development or decrepitude. So far indeed has the eagerness of some persons outrun their discretion that our officers continually find rubber being planted by occupiers who hold their lands by virtue of temporary licenses only and are liable to removal at the end of every year. In such cases it is of course neither the intention nor the wish of the Government that the land should be planted with products of a permanent nature, and some difficulty is being experienced in impressing upon these people that their endeavours to join the ranks of the rubber estate proprietors are not justified by the conditions of their tenure.

On the whole therefore it may be assumed that there are a very large number of rubber trees growing all over the State which have not been and cannot well be taken into account in framing the above estimates.

The arrival of additional areas at a tappable age and the unprecedented rise in the market value of the product have continued to largely augment the amount of rubber exported.

The figures relating to the past four years are these:—

## ACRES.

|      |           |
|------|-----------|
| 1906 | 687,040   |
| 1907 | 1,108,751 |
| 1908 | 2,123,176 |
| 1909 | 4,207,751 |

The duty received was \$76,553 in 1908 and \$150,130 in 1909.

## A GREAT MEDICAL DISCOVERY.

## LEPROSY CURE SUCCESSFUL IN DEMERARA.

Leprosy, that scourge of tropical countries, is slowly losing ground. Years, possibly generations, may elapse ere the final conquest is attained, but a beginning has been made, and the disease, so long the terror of mankind, is not now the despair of the medical world.

The dawn of a brighter day has been heralded by the discovery and experiments made by Professor Deycke, of Hamburg. This distinguished investigator, whose work is attracting increased attention, has invented the "Nasila" treatment of the disease. This treatment consists of the subcutaneous injection of nasila—a bacterial fatty body in oily solution combined with benzoyl chloride. The effect is to destroy the bacilli of leprosy.

At the Bombay Medical Congress last year it was reported by Captain Beauchamp Williams, Residency Surgeon in the Persian Gulf, that some cases which he had treated by this method appeared to justify Professor Deycke in his claims. The announcement is now made that the Governor of British Guiana has authorised the discharge from the Leprosy Asylum of that colony, as completely cured, of a negro who had undergone the Nasila treatment.

This man came under the personal attention of Professor Deycke, who with the cordial approval of the Colonial Office spent five months in British Guiana last year, the Leprosy Asylum being placed at his disposal for experimental purposes. The institution contains upwards of 400 lepers, 111 of whom (69 male and 42 female) were treated by the Professor. The injections, which are practically painless, are performed once a week for three months; they are then suspended for a like period; recommended for two months; again discontinued for three months, and then resumed for a similar period.

In 103 cases, the Professor observed, 91.79 per cent. had improved. He has placed it on record that in a period of treatment covering only three to three and a half months no definite results could possibly be attained. In such a chronic disease as leprosy, it is absolutely necessary, he says, to continue the treatment at intervals for several years. Results vary, the difference depending not only on the age and severity of the disease, but also on the individual condition of the patient.

He further states: "I do not doubt that if the cases of nervous leprosy are treated early enough, and with the necessary experienced eye with nasila, a large number of these unfortunate human beings may be preserved from mutilation and other severe lesions. I even believe that after a longer treatment with nasila, not a few of the nervous patients can be restored to the human community."

After the departure of Professor Deycke from British Guiana, the treatment was continued by the medical superintendent of the Leprosy Asylum. The man whose cure is now reported was under treatment for sixteen months. He is described as free from all signs of leprosy, his symptoms—black marks on the face and swelling of the fingers and ears—having disappeared.

The news of this cure will send a message of hope to all tropical countries, and increase public and professional confidence in Professor Deycke's discovery.

## CHINESE FISHERMEN.

## SEVERAL THOUSANDS IN SAN FRANCISCO.

Some four or five thousand Chinese who live in San Francisco in the winter and are absent in Alaskan waters engaged in fishing during the summer months have been included in the population figures of the city.

That is where they belong, just as do other members of the community temporarily absent from the city, and it was eminently just that the Census Bureau should recognize the propriety of including them in our total.

Not that they are needed to make an impressive exhibit, for we shall do that anyhow. It will be interesting, however, to include them, as it is a sort of statistical testimony showing a peculiarity of San Francisco which is not much dwelt upon at home, and is entirely unknown abroad.

A large number of men who find steady occupation in various pursuits in California and other places on the Coast during the summer months naturally gravitate toward this city when their open-weather employments cease.

If the census enumerators happened to be around in the winter, he would find the population of San Francisco considerably greater than in the summer time. Not only groups of fishermen, but thousands of miners and others who are actively working when it is warm in the interior, come to this city when it grows cold to take a rest and to pick up jobs. In addition there is also a fair-sized representation of the class which comically maintain country homes all the year round, but who live to spend a part of their time in a city which affords abundant opportunities for amusement.

This floating population accounts in large part for the fact which is universally known, that San Francisco is better supplied with hotels and restaurants than any other city in the country, excepting New York. It also explains the impression which is generally derived by winter visitors, that this is a lively place, for the city which has a great number of inhabitants with a fixed abode always takes on that character.

So it is all right and proper to add the Chinese fishermen to our list. It is a group that helps to establish our claim to cosmopolitanism and it also assists the outside observer to reach the conclusion that San Francisco has attractions for all kinds of people—those who are in quest of the best that is going and those who are looking for a cheap place in which to hibernates.—Chronicle.

JERRYKINS, the defeated pugilist, claims that foul play was used to defeat him in the fight on July 4. The press is making much of the allegations and that part of the public interested in the ring are considerably agitated over it. Tex Rickard demands that another match with Johnson be given for free to vindicate his claim.

## BULLION.

Messrs. Samuel Montagu & Co.'s circular dated London, July 7, contains the following:—Gold.—The proximity of several foreign exchanges to gold point, has rendered it uncertain whether any of the £800,000 bar gold which arrived this week will be sent into the Bank of England. Up to the time of writing, all bar gold ready for delivery has been taken for New York.

The following amounts have been received by the Bank:—

June 30, £191,000 in bar gold.

July 1, 153,000 in bar gold.

July 2, 18,000 in bar gold.

July 3, 51,000 in sovereigns from Rio de Janeiro.

The following withdrawal was made from the Bank:—

July 5, £10,000 in sovereigns for South America.

During the week there has been a net influx of £193,000.

Canadian gold pieces will be issued in January next. They will bear the portrait of King George.

Silver.—The movements of the prices during the month of June have been within narrow limits, viz., 5/6 of a penny; the market was too much overborne by one-sided speculation to show much life. On the first day the quotations were 24 1/2 for cash and 24 1/16 for 2 mos.

On the last day they were exactly reversed, 24 1/16 for cash and 24 1/2 for 2 mos.

The highest for cash was 24 1/2; for 2 mos. 24 1/16.

The lowest for cash was 24 1/2; for 2 mos. 24 1/16.

The average works out 24 1/2; for 2 mos. 24 1/16.

There was a report of 1/16d. on 15 days, and 3d on 1 day, whilst on 3 days there was a deposit of 1/16d.

In the early part of the month cash silver was inclined to be at a discount, but as the departure of the steamer for July settlement in Bombay drew near, "bear" and other buyers had to pay a premium.

This premium has since risen still higher, to 3/16d. on the 5th instant, and to 7/6d. yesterday, easing to 1/2d. to-day; the cash price has not been quoted so much as 7/5 1/2 above that for forward delivery since April 9, 1907.

Ample supplies exist sufficient for, and even in excess of, any reasonable demand, but they are not accessible for general use, and are not likely to be for some time to come.

China has been prepared to feed the market with forward silver at above 24 1/2, so that this artificial stringency for immediate delivery chiefly affects the cash price, and it may fairly be assumed that the forward quotation is nearer to the real market value of silver at the present time apart from speculative manipulation.

Though the China exchange might allow a margin against the sale of forward silver, the risk of a future corner in delivery renders Exchange Banks too nervous to operate.

The actual statistical position of the market is far from favourable.

The office in Bombay is small and the cash balances in the Indian Treasury are once more accumulating—the last figures given are 33 crores—and the China exchange remains low. In fact, apart from "bear" covering in consequence of the holding up of cash supplies there is but little demand for the metal.

A shipment of £25,000 has been made on July 5 from San Francisco to Hongkong.

The quotations for cash and 2 mos. to-day are respectively 1/2 and 3/16d. above those quoted a week ago.

Messrs. Mocatta and Goldsmid's circular dated London, July 8, states:—

The sharp rise in the silver market this week presents a marked contrast to the absence of fluctuations that has prevailed during the past two months. The demand has been chiefly for cash silver, and although there have been some small special orders in the market the greater part of the buying has come from bears who had to re-purchase or carry forward their sales falling due.

The scarcity of cash silver is due to the fact that large operators for the rise have taken up their purchases instead of carrying them forward in the market. If this policy is continued, as there is every reason to anticipate that it will be, it does not seem likely that the position of cash silver will become much easier for some time as the fresh silver coming to market will not be much more than is required to fulfil the contracts falling due. At the same time it should be borne in mind that the actual consumption of silver shows no signs at present of improving, the up-country demand in India remaining small and the China exchanges keeping persistently below parity; it consequently still remains a matter of speculation when and how the large amounts held up both in London and Bombay will be absorbed by a genuine demand.

There has been a demand for bar gold from several quarters, the Continental exchanges having moved against London, and in addition a small amount has been taken for New York. During the week the Bank of England has received £120,000 in bars and coins, while £10,000 has been withdrawn for South America.

## Events Coming.

Tuesday, 2nd August.  
Sanitary Board Meeting, 3 1/2 p.m.  
Land Sale of Crown land Macdonnell Road, at P.W.D., 3 p.m.

Wednesday, 3rd August.  
Meeting, Licensing Board, 2 1/2 p.m.

Thursday, 4th August.  
Legislative Council meeting, 2 30 p.m.

Saturday, 6th August.  
Gymkhana, Race Course.  
V.R.O. Aquatic Fête, 9 p.m.

Tuesday, 9th August.  
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Thursday, 11th August.  
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammer's, 3 p.m.

## To-day's Advertisement.

## OSAKA SHOSEN KAISHA.

## NOTICE TO CONSIGNEES.

## THE Company's Steamship

## "CHICAGO MARU,"

## FROM TACOMA, JAPAN &amp; MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, 6th August, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on 8th instant.

No fire insurance will be effected by us in any case whatever.

## OSAKA SHOSEN KAISHA.

Hongkong, 1st August, 1910.

## COMMERCIAL.

July 30th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars.....6/6

Anglo-Java.....7/15

Anglo-Malaya.....27/

Belgounies.....18

Batu Tigar.....115/

Bertams.....

Bukit Kajangs (pp).....63/

Bukit Rajahs.....

Caray United.....26/ prem.

Castlefields.....125/

Changkat Serdangs.....14

Cheras (part paid).....\$33

Da. (fully paid).....\$26

Damansaras.....177/6

Eastern Internationals.....26/6 prem.

Ex div.

Fed. Selangors.....

Glenahlys.....\$2.50

Glenahlys.....

Golcondas.....

Golden Hopes.....125/

Highlands and Lowlands.....125/

Indragiri.....\$25

Isch Kooneths.....

Jequies.....

Jonglandors.....

Kanunings.....7/ prem.

Kuala Lumpors.....197/6

Landrons (fully paid).....

Landrons (ppd.).....

Latus.....

Ledburys.....80/

Lloglis.....58/0

London Asiatics.....143/

London Ventures.....7/

McIlmans.....81/

Pajams.....\$16

Pegohs.....36/

Rubber Trusts.....37/6 prem.

Sagras.....330/

Sandycrofts.....\$33

Sapongs.....37/

Seafields.....

Sekongs.....35/ prem.

Shelfords.....80/

Singapore & Johores.....\$16

Sungai Paros.....15/

Sungel Chobs.....107/6

Sungei Kapars.....16/

Tandjongs.....53/6 prem.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.  
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong.                            | From Quebec.                             |
|-------------------------------------------|------------------------------------------|
| "EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.  | "ALLAN LINE" FRIDAY, SEPT. 2ND.          |
| "MONTEAGLE" TUESDAY, AUGUST 16TH.         | "EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD. |
| "EMPRESS OF CHINA" SATURDAY, AUGUST 27TH. | "ALLAN LINE" FRIDAY, OCT. 14TH.          |
| "EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.  | "EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.   |
| "EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.    |                                          |
| "MONTEAGLE" TUESDAY, NOV. 2TH.            |                                          |

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamer and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... \$43.

Via New York ..... \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Paddel Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

| For                                  | Steamship   | On                        |
|--------------------------------------|-------------|---------------------------|
| SHANGHAI                             | "KWONGSANG" | TUESDAY, 2nd Aug., Noon.  |
| SINGAPORE, PENANG & CALCUTTA LAISANG | "CHIPSUNG"  | THURSDAY, 4th Aug., Noon. |
| TIENSIN                              | "HANGSANG"  | FRIDAY, 5th Aug., Noon.   |
| SHANGHAI                             | "HANGSANG"  | FRIDAY, 5th Aug., Noon.   |
| MANILA                               | "LUONGSANG" | FRIDAY, 5th Aug., 4 P.M.  |
| MANILA                               | "YUENSANG"  | FRIDAY, 12th Aug., 4 P.M. |
| SHANGHAI, KOBE & MOJI                | "FOOKSANG"  | FRIDAY, 19th Aug., Noon.  |

## RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamers *Kaitang*, *Namsang* and *Fooksang* leave about every 14 days for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215, Hongkong, 1st August, 1910.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

General Managers.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For                                       | Steamers                        | G. Tonnage | Leaves                          |
|-------------------------------------------|---------------------------------|------------|---------------------------------|
| TACOMA & KEELUNG, MOJI, KOBE AND YOKOHAMA | "CHICAGO MARU" Capt. I. Goto    | 6,182      | WEDNESDAY, 10th Aug., at Noon.  |
| TACOMA & KEELUNG, MOJI, KOBE AND YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178      | WEDNESDAY, 17th Sept., at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

| For                                   | Steamers                        | Leaves                          |
|---------------------------------------|---------------------------------|---------------------------------|
| ANPING via SWATOW and AMOY            | "JOSHIN MARU" Capt. Y. Yamamoto | WEDNESDAY, 3rd Aug., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOSHOW | "BUJON MARU" Capt. Y. Fushino   | THURSDAY, 4th Aug., at 10 A.M.  |

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

| 1st Class. | 2nd Class. | 3rd Class. |
|------------|------------|------------|
| \$73.00    | \$55.00    | \$27.00    |

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJON MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 29th July, 1910.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS.                                                                          | STEAMERS.                                                                                                                     | SAILING DATES, 1909                                                                                     |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID            | KAGA MARU, Capt. M. Hagino, Tons 7000<br>WAKABU MARU, Capt. N. Nelson, Tons 7000<br>ATSUTA MARU, Capt. Wm. Thomson, Tons 9000 | WEDNESDAY, 3rd Aug., at Daylight.<br>TUESDAY, 9th Aug., at 4 P.M.<br>WEDNESDAY, 17th Aug., at Daylight. |
| VICTORIA, B.C. & SEATTLE                                                               | KAMAKURA MARU, Capt. J. Nago, Tons 7000                                                                                       | SATURDAY, 13th Aug. From KOBE.                                                                          |
| VICTORIA, B.C. & SEATTLE & KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA | TAMBA MARU, Capt. K. Sato, Tons 7000<br>AWA MARU, Capt. S. Ishikawa, Tons 7000                                                | TUESDAY, 16th Aug., at 4 P.M.<br>TUESDAY, 16th Sept., at 4 P.M.                                         |
| SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE              | NIKKO MARU, Capt. M. Yagi, Tons 6000<br>KUMANO MARU, Capt. M. Winkler, Tons 6000                                              | FRIDAY, 5th Aug., at Noon.<br>FRIDAY, 2nd Sept., at Noon.                                               |
| BOMBAY, VIA SINGAPORE AND COLOMBO                                                      | BOMBAY MARU, Capt. Terakata, Tons 5000                                                                                        | TUESDAY, 9th Aug.                                                                                       |
| SHANGHAI, MOJI & KOBE                                                                  | COLOMBO MARU, Capt. E. Gomes, Tons 5000                                                                                       | WEDNESDAY, 3rd Aug.                                                                                     |
| NAGASAKI, KOBE and YOKOHAMA                                                            | KUMANO MARU, Capt. M. Winkler, Tons 6000                                                                                      | WEDNESDAY, 3rd Aug., at Noon.                                                                           |
| KOBE AND YOKOHAMA                                                                      | MIYAZAKI MARU, Capt. T. Mura, Tons 9000                                                                                       | THURSDAY, 4th Aug., at Noon.                                                                            |

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU, 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

|                |       |       |       |       |
|----------------|-------|-------|-------|-------|
| 1st Class..... | \$120 | \$110 | \$100 | \$90  |
| 2nd .....      | \$ 80 | \$ 70 | \$ 60 | \$ 50 |

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers.

— Calling at Saigon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUBOMOTO,

Manager.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "ASSAYE."

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1910.

## HONGKONG-BOSTON AND NEW YORK.



## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast).

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th July, 1910.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

## Shipping—Steamers.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."

Captain H. Powell, will leave for SHANGHAI on THURSDAY, the 4th August, at Daylight. For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th July, 1910.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.

General Agents.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                      | NO. OF<br>SHARES. | VALUE.   | PAID UP. | ORIGIN AS PER LAST REPORT     | LAST DIVIDEND. | APPROXIMATE<br>RETURN AT<br>PRESENT<br>MARKET<br>RATES ON LAST<br>YEAR'S DIV.                                     | CLOSING<br>QUOTATIONS.      |
|------------------------------------------------------------------------------|-------------------|----------|----------|-------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>BANKS.</b>                                                                |                   |          |          |                               |                |                                                                                                                   |                             |
| Hongkong & Shanghai Banking Corporation .....                                | 120,000           | \$125    | \$125    | £1,500,000<br>\$1,500,000     | \$2,028,958    | £2 1/2 for half year ending 31.12.09 @ ex 1/91 = \$25.11                                                          | 1% \$50 buyers<br>\$29 10/- |
| National Bank of China, Limited .....                                        | 99,935            | £7       | £6       | £4,000<br>\$4,000,000         | \$30,558       | \$2 (London 2/6) for 1909                                                                                         | 5% buyers                   |
| <b>MAXIMUM INSURANCES.</b>                                                   |                   |          |          |                               |                |                                                                                                                   |                             |
| Canton Insurance Office, Limited .....                                       | 10,000            | \$250    | \$50     | \$1,500,000<br>\$1,500,000    | none           | \$10 for 1908                                                                                                     | 6% \$17 1/2 sellers         |
| North China Insurance Company, Limited .....                                 | 10,000            | £25      | £5       | £1,500,000<br>\$1,500,000     | Tls. 207,571   | Final of 7/6 making 15/- for 1908                                                                                 | 5% Tls. 115                 |
| Union Insurance Society of Canton, Limited .....                             | 12,400            | \$250    | \$100    | \$1,000,000<br>\$1,000,000    | \$287,984      | Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909 | 6% \$350 sellers            |
| Yongtze Insurance Association, Limited .....                                 | 12,000            | \$100    | \$50     | \$1,000,000<br>\$1,000,000    | \$707,517      | \$12 for year ending 31.12.08 and interim of \$3 on account of 1909                                               | 7% \$200 buyers             |
| <b>FIRE INSURANCES.</b>                                                      |                   |          |          |                               |                |                                                                                                                   |                             |
| China Fire Insurance Company, Limited .....                                  | 20,000            | \$100    | \$50     | \$1,000,000<br>\$1,000,000    | \$438,406      | \$6 and bonus \$2 for 1908                                                                                        | 7% \$112                    |
| Hongkong Fire Insurance Company, Limited .....                               | 8,000             | \$250    | \$50     | \$1,000,000<br>\$1,000,000    | \$426,218      | \$27 for 1908                                                                                                     | 8% \$350 sellers            |
| <b>SHIPPING.</b>                                                             |                   |          |          |                               |                |                                                                                                                   |                             |
| China and Manila Steamship Company, Limited .....                            | 20,000            | \$25     | \$25     | \$57,743<br>\$57,743          | Dr. \$5,777    | \$1 1/2 for 1908                                                                                                  | 5% \$7 sellers              |
| Douglas Steamship Company, Limited .....                                     | 20,000            | \$50     | \$50     | \$100,000<br>\$100,000        | NIL            | \$2 for year ending 30.6.1908                                                                                     | 5% \$28 sellers             |
| Hongkong, Canton & Macao Steamboat Co., Ltd. ....                            | 80,000            | \$25     | \$15     | \$250,000<br>\$250,000        | \$20,766       | Final of \$1 1/2 for account 1909                                                                                 | 8% \$32 1/2 sellers         |
| Indo-China Steam Navigation Co., Ltd. (Preferred) ..                         | 60,000            | £5       | £5       | £138,100<br>\$138,100         | £7 587.82      | 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154                                                  | 5% \$65 sellers             |
| Do. Do. (Deferred) .....                                                     | 60,000            | £5       | £5       | £138,100<br>\$138,100         | £7 587.82      | 5/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154                                                  | 5% \$65 sellers             |
| "Shell" Transport and Trading Company, Limited ..                            | 1,000,000         | £1       | £1       | £720,000<br>\$720,000         | £192,994       | 5/- for 1908 and interim of 1/- for ac. 09                                                                        | 5% 99 1/2 buyers            |
| "Star" Ferry Company, Limited .....                                          | 10,000            | \$10     | \$5      | \$7,150<br>\$7,150            | \$1,150        | A dividend of 7 1/2 % for yr. ending 30.4. 1909                                                                   | 4 1/2% \$24 sellers         |
| <b>REFINERIES.</b>                                                           |                   |          |          |                               |                |                                                                                                                   |                             |
| China Sugar Refining Company, Limited .....                                  | 20,000            | \$100    | \$100    | \$520,000<br>\$520,000        | Dr. \$8,090    | \$10 per share for 1909                                                                                           | 6% \$167                    |
| Luzon Sugar Refining Company, Limited .....                                  | 7,000             | \$100    | \$100    | \$700,000<br>\$700,000        | Dr. \$715,893  | \$3 for 1897                                                                                                      | 5% \$26 sellers             |
| Perak Sugar Refining Company, Limited .....                                  | 7,000             | Tls. 50  | Tls. 50  | Tls. 100,000<br>\$100,000     | Tls. 6,102     | Tls. 10 for year ending 31.3.09                                                                                   | 5% Tls. 800 sellers         |
| <b>MINING.</b>                                                               |                   |          |          |                               |                |                                                                                                                   |                             |
| Chinese Engineering and Mining Company, Ltd. ....                            | 1,000,000         | £1       | £1       | £215,000<br>\$215,000         | £1,435         | Final of 1/6 making 3/- for 1909                                                                                  | 9% Tls. 16 buyers           |
| Headwaters Mining Company .....                                              | 60,000            | Pa. 10   | Pa. 10   | none                          | none           | First year                                                                                                        | Pa. 11                      |
| Raub Australian Gold Mining Company, Limited ..                              | 150,000           | £1       | £1       | £4 1/2<br>\$4 1/2             | none           | \$1 per share 1910 dividend                                                                                       | 5% \$7 1/2 buyers           |
| Oriental Consolidated Mining Co., Ltd. ....                                  | 500,000           | G \$10   | G \$10   | none                          | none           | Final of Gold \$0.65 for 1909 in all G \$1.15                                                                     | 5% 41/-                     |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                         |                   |          |          |                               |                |                                                                                                                   |                             |
| Fenwick (Gas.) & Co., Limited .....                                          | 18,000            | \$25     | \$25     | \$25,275<br>\$25,275          | Dr. \$8,460    | \$1 1/2 for year ending 31.12.08                                                                                  | 5% \$10                     |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. ..                             | 60,000            | \$550    | \$50     | \$550,000<br>\$550,000        | \$264,847      | \$2 1/2 for 1909                                                                                                  | 4 1/2% \$52 1/2 sa. and b.  |
| Hongkong and Whampoa Dock Company, Ltd. ....                                 | 50,000            | \$50     | \$50     | \$2,500,000<br>\$2,500,000    | \$132,745      | Interim of \$1 1/2 for account 1909                                                                               | 5% 150 buyers               |
| Shanghai Dock and Engineering Co., Ltd. ....                                 | 55,700            | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>\$1,000,000 | Tls. 6,266     | Final of Tls. 3 making Tls. 6 in all for 1. 9/10                                                                  | 6 1/2% Tls. 77              |
| Shanghai and Hongkew Wharf Company, Limited ..                               | 36,000            | Tls. 100 | Tls. 100 | Tls. 607,857<br>\$607,857     | Tls. 9,222     | Final of Tls. 4 making Tls. 7 for 1909                                                                            | 7% Tls. 118                 |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                        |                   |          |          |                               |                |                                                                                                                   |                             |
| Anglo-French Land Investment Co., Ltd. ....                                  | 25,000            | Tls. 100 | Tls. 100 | Tls. 250,000<br>\$250,000     | £4,314         | Tls. 6 for year ending 29.2.09                                                                                    | 8 1/2% Tls. 107 sellers     |
| Central Stores, Limited .....                                                | 50,123            | \$15     | \$15     | \$751,845<br>\$751,845        | \$24,041       | \$1 10 on old and 60 cents on first new issue                                                                     | 8 1/2% \$16 buyers          |
| Hongkong Hotel Company, Limited .....                                        | 12,000            | \$50     | \$50     | \$600,000<br>\$600,000        | \$1,277        | \$2 00 on old shares and 1.30 on new shares                                                                       | 2% \$104 1/2 sellers        |
| Hongkong Land Investment and Agency Co., Ltd. ....                           | 50,000            | \$100    | \$100    | \$500,000<br>\$500,000        | \$77,911       | Final of \$1 making 37 for year ending 31.1.09                                                                    | 7% \$98 1/2 ex div.         |
| Humphreys Estate & Finance Company, Limited ..                               | 150,000           | \$10     | \$10     | \$1,500,000<br>\$1,500,000    | \$5,471        | 45 cents for 1909                                                                                                 | 6 1/2% \$8 1/2 a. & 8 sa.   |
| Kowloon Land and Building Company, Limited ..                                | 6,000             | \$50     | \$50     | none                          | none           | \$2 1/2 for 1909                                                                                                  | 8 1/2% \$32                 |
| Shanghai Land Investment Company, Limited .....                              | 78,000            | Tls. 50  | Tls. 50  | Tls. 1,950,000<br>\$1,950,000 | Tls. 63,069    | Interim of Tls. 3 for 1910                                                                                        | 6 1/2% Tls. 109 sa. ex.     |
| West Point Building Company, Limited .....                                   | 12,500            | \$50     | \$50     | none                          | none           | Final of \$1.50 making in all 3.50 per share for 1909                                                             | 8 1/2% \$38 b. ex div.      |
| <b>COTTON MILLS.</b>                                                         |                   |          |          |                               |                |                                                                                                                   |                             |
| Hwo Cotton Spinning and Weaving Company, Ltd. ....                           | 20,000            | Tls. 50  | Tls. 50  | Tls. 1,000,000<br>\$1,000,000 | Tls. 10,991    | Tls. 11 for year ending 31.10.09                                                                                  | 8 1/2% Tls. 12 1/2 sellers  |
| Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited .....              | 125,000           | \$10     | \$10     | \$1,250,000<br>\$1,250,000    | \$9,551        | 50 cents for year ending 31.7.08                                                                                  | 8% \$4 1/2 buyers           |
| International Cotton Manufacturing Company, Ltd. ....                        | 10,000            | Tls. 75  | Tls. 75  | Tls. 750,000<br>\$750,000     | Tls. 8,372     | Tls. 7 1/2 for year ending 30.9.09                                                                                | 12% Tls. 57 1/2             |
| Lao-king-mow Cotton Spinning & Weaving Co., Ltd. ....                        | 8,000             | Tls. 100 | Tls. 100 | none                          | none           | Tls. 6 for 1909                                                                                                   | 7% Tls. 70                  |
| Soy Chee Cotton Spinning Company, Limited .....                              | 2,000             | Tls. 500 | Tls. 500 | Tls. 1,000,000<br>\$1,000,000 | Tls. 21,172    | Tls. 25 for 1909                                                                                                  | 10 1/2% Tls. 240            |
| <b>MISCELLANEOUS.</b>                                                        |                   |          |          |                               |                |                                                                                                                   |                             |
| Bell's Asbestos Eastern Agency, Limited .....                                | 8,604             | 12/6     | 12/6     | £1,500<br>\$1,500             | £648           | 15% per share for 1908                                                                                            | 5% \$10 buyers              |
| China-Borneo Company, Limited .....                                          | 60,000            | \$12     | \$12     | \$720,000<br>\$720,000        | NIL            | 60 cents for 1909                                                                                                 | 5% \$9 1/2 sellers          |
| China Light and Power Company, Limited .....                                 | 50,000            | \$5      | \$5      | \$250,000<br>\$250,000        | \$61,128       | 60 cents for year ended 28.2.06                                                                                   | 5% \$140 sellers            |
| China Provident Loan & Mortgage Company, Ltd. ....                           | 125,000           | \$10     | \$10     | \$1,250,000<br>\$1,250,000    | \$1,602        | 80 cents for 1909                                                                                                 | 9% \$8 1/2 a. & 8 b.        |
| Dairy Farm Company, Limited .....                                            | 40,000            | \$7 1/2  | \$5      | \$1,000,000<br>\$1,000,000    | \$1,890        | \$1.20 for year ending 31.7.09                                                                                    | 6 1/2% \$19 buyers          |
| Green Island Cement Company, Limited .....                                   | 400,000           | \$10     | \$10     | \$4,000,000<br>\$4,000,000    | \$4,590        | Final of 40 cents making in all 75 cents per share for 1909                                                       | 10% \$6 1/2 sellers         |
| H. Price & Company, Limited .....                                            | 12,000            | \$10     | \$10     | \$120,000<br>\$120,000        | \$670          | 14 per cent. via \$1.40 for 1909                                                                                  | 12 1/2% \$14 buyers         |
| Hongkong Electric Company, Limited .....                                     | 60,000            | \$10     | \$10     | \$600,000<br>\$600,000        | \$11,798       | A dividend of \$1.20 per share and a bonus of 10 cents                                                            | 6 1/2% \$19 1/2 buyers      |
| Hongkong Ice Company, Limited .....                                          | 5,000             | \$25     | \$25     | \$125,000<br>\$125,000        | \$7,616        | Final of \$8 for 1909                                                                                             | 6 1/2% \$135 buyers         |
| Hongkong Ro-Ro Manufacturing Company, Ltd. ....                              | 60,000            | \$10     | \$10     | \$600,000<br>\$600,000        | \$9,176        | Final of \$1 making in all \$2 for 1910                                                                           | 9 1/2% \$11                 |
| Matschappij tot Exploitatie van Landbouwk. plooiat in Langkat, Limited ..... | 25,000            | Ga. 100  | Ga. 100  | Tls. 2,500,000<br>\$2,500,000 | Tls. 216,682   | and interim dividend of Tls. 12 1/2 for 1909                                                                      | 5% Tls. 1,420 s.            |
| Peak Tramway Company, Limited .....                                          | 25,000            | \$10     | \$10     | \$250,000<br>\$250,000        | \$3,014        | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10                              | 10 1/2% \$14 sellers        |
| Peak Tramway Company (new) .....                                             | 50,000            | \$10     | \$10     | none                          | Pa. 18,640     | None                                                                                                              | \$1.50 a. & 1 1/2 sa. \$10  |
| Philippine Company, Limited .....                                            | 75,000            | \$10     | \$10     | Tls. 750,000<br>\$750,000     | Tls. 5,250     | Final Tls. 5 making Tls. 8 for 1908                                                                               | 2% Tls. 175 sellers         |
| Shanghai-Sumat Tobacco Company, Limited .....                                | 30,000            | Tls. 20  | Tls. 20  | Tls. 600,000<br>\$600,000     | none           | First year                                                                                                        | 5% \$10 sellers             |
| Societe des Papiers et Papeteries du Tonkin .....                            | 13,200            | 50       | 25       | none                          | none           | None                                                                                                              | \$800                       |
| South China Morning Post, Limited .....                                      | 6,000             | \$25     | \$25     | none                          | Dr. \$31,096   | None                                                                                                              | \$26 buyers                 |
| Steam Laundry Company, Limited .....                                         | 20,000            | \$25     | \$25     | none                          | \$27,86        | 10% for year ending 31st May 1910                                                                                 | 10% \$5 buyers              |
| Union Waterboat Company, Limited .....                                       | 150,000           | \$10     | \$10     | \$1,500,000<br>\$1,500,000    | none           | 60 cents for year ending 31.12.08                                                                                 | 8% \$7 buyers               |
| United Asbestos Oriental Agency, Limited .....                               | 10,000            | \$10     | \$5      | \$46,000<br>\$46,000          | \$41           | 60 cents per ord. share for year ending 31.5.09                                                                   | 5% \$11 1/2 sellers         |
| Watkins Limited .....                                                        | 10,000            | \$10     | \$10     | none                          | \$1,041        | 25 cents for 1909                                                                                                 | 11% \$5 sellers ex div.     |
| Watson (A.S.) & Co., Limited .....                                           | 50,000            | \$10     | \$10     | \$500,000<br>\$500,000        | \$2,013        | None                                                                                                              | 10% \$6 buyers              |
| William Powell, Limited .....                                                | 15,000            | \$7      | \$7      | none                          | \$723          | None                                                                                                              | 5% \$2 1/2 sellers          |

## Intimations

## COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL, ₱3,000,000.



"LA FLOR DE LA ISABELA."

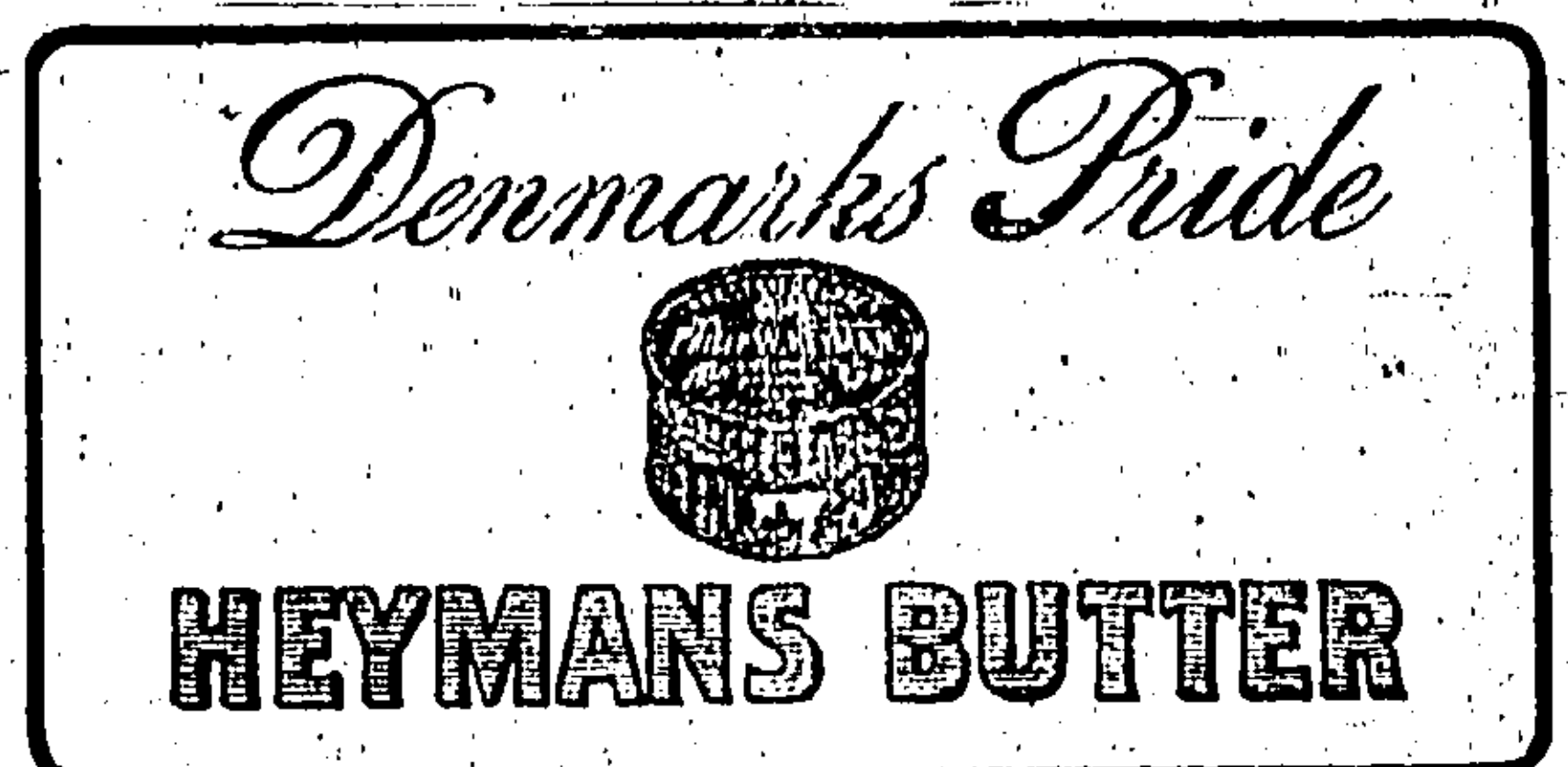
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vagueiros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Fines, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO., AGENTS.



SIEMSEN &amp; CO., Sole Agents.

49

## Hotels.

RE-OPENED! RE-OPENED!!

## BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES!! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandah.

Only best Brands of Liquors stocked.

Residence Rates on application.

All cordially welcome.

Hongkong, 7th July, 1910.

W. GALLAGHER, Manager.

## VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

## A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

1499

## Intimations

## A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Poles can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Poles also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong 22nd March, 1910.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

and

TOILET REQUISITES

FOR SALE

15, D'ARVILLE STREET.

HONGKONG.

Established 1882.